

UPDATE

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BOSTON'S CITYWIDE TRANSPORTATION PLAN

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Boston Transportation Fact Book and Neighborhood Profiles

*Citywide and
neighborhood
demographic,
economic and
transportation facts
and trends.*

Parking in Boston

*Guidelines to
manage off- and on-
street parking.*

Pedestrian Safety Guidelines for Residential Streets

*Guidelines to
implement
operational and
design strategies in
residential
neighborhoods that
enhance pedestrian
safety, calm traffic
and improve quality
of life.*

Boston Bicycle Plan

*Policies, education
programs and facility
improvements to
create a better
environment for
bicycling in Boston.*

Boston's Public Transportation and Regional Connections

*Initiatives to improve
existing public
transportation
service and create
priority list of future
capital investment.
(coming soon)*

Mayor Releases Transportation Fact Book and Neighborhood Profiles

Mayor Thomas M. Menino released the *Boston Transportation Fact Book and Neighborhood Profiles* report this June. The Fact Book, the 5th report released by the Boston Transportation Department as part of Access Boston, provides information on how Boston's transportation system is used to connect it's people, jobs and neighborhoods. The report provides a detailed overview of the extensive inter-modal transportation network in the Boston area, and contains relevant maps and statistics describing its scale and use from regional, citywide and neighborhood perspectives.

The report is divided into two sections, Citywide Facts, and Neighborhood Profiles. Section one, Citywide Facts, displays transportation information consolidated for Boston as a whole. Pages are grouped in pairs illustrating complementary information about a particular transportation topic, such as roadway use, parking and public transportation. The second section of the Fact Book features Neighborhood Profiles for each of Boston's neighborhoods. The two pages devoted to every neighborhood have maps and text that describe the transportation mode choices available to residents and visitors in each distinct part of the city.

The Transportation Fact Book has been developed primarily through the Boston Transportation Department's collaboration with the Central Transportation Planning Staff (CTPS). CTPS' participation was funded by the Massachusetts Highway Department and completed in partnership with the Boston Metropolitan Planning Organization, Boston Redevelopment Authority, MBTA and the Artery Business Committee.

For a copy of the Fact Book, please email accessboston@cityofboston.gov or call us at 617-635-3082.



Did you know?

- Since 1990, Boston's population has grown about 3%. Auto registrations grew 36% over that same period.
- Each day, 927,000 people travel into Boston from the rest of the region. Of these, 70% have destinations *outside* the downtown neighborhoods.
- 57% of Boston's population, and 79% of its jobs lie within an approximately 10 minute walk of a rapid transit or commuter rail station.
- Three out of every ten trips in Boston are pedestrian trips.
- 47% of the 283,000 trips destined for the downtown neighborhoods, and beginning outside Boston are by public transportation.
- 65,380 Resident parking permits were issued by BTM in the year 2000, a 47% increase from 1990.
- In a recent national survey, parking costs in Boston, at up to \$28/day, were second only to New York City.

Public Outreach

*Involving people in
the development of
Access Boston
from the beginning
helped ensure that
Access Boston
stayed grounded in
the reality of how
people live in
Boston.*

*Citizen comments
obtained from
Public Outreach
components helped
to formulate
recommendations
to improve the
qualities of
people's lives
and make
transportation safe
and accessible.*

*Public Outreach
Components:*

- **Ten Public Workshops held at Boston Public Library and aired on television**
- **14 Discussion Groups held at Boston City Hall**
- **Access Boston website, email address and hotline number**
- **Transportation Involvement Programs for: Teens, Elder Bostonians and New Bostonians**

Corridor Improvement Program Implemented

A key recommendation of the *Parking in Boston* report released in 2001 was to undertake a Corridor Improvement Program to eliminate double parking and reduce congestion for streets with extensive loading activity. As a follow-up, BTAD has implemented curbside regulation changes on Boylston, Newbury, Tremont (South End) and High Streets.

On Boylston Street to encourage loading activity in the morning before customers need curbside parking, specific changes included:

- Increased curbside loading threefold from 8 to 11 a.m.
- Reduced loading space by almost 25% after 11 a.m. and added metered parking
- Extended meter hours from 6 to 8 p.m.

The changes were made through a public process that involved residents, merchants and institutional groups in the Back Bay, as well as commercial carriers such as UPS, FedEx and Pepsi-Cola.



Access to curbside loading zones on Boylston Street greatly improved after the implementation of new regulations

The High Street Corridor Improvement Program addressed its specific characteristics and issues. Changes included:

- Removed the prohibition on peak hour parking except between Pearl and Congress Street
- Added priority loading (7 to 11 a.m.) to one side of the street



BTAD color-codes the tops of its parking meters to identify curbs that have multi-purpose use and regulations. The specific regulations are posted on signs on the meters and nearby poles.

- Red Cap meters are used to identify locations with peak hour No Stopping regulations. The parking lanes at these curbs are used as travel lanes during peak commuting hours.
- Yellow Cap meters were recently installed to identify meters that are also used as loading

New Development Review Guidelines Presented at Joint BSCE and MAITE Meeting

BTAD planners discussed the new development review guidelines outlined in the *Parking In Boston* report with the Boston Society of Civil Engineers and the Massachusetts Institute of Transportation Engineers in March of this year. Highlights of the meeting included:

- Updated development review analysis procedures, including new mode shares and trip distribution numbers for each neighborhood to be used to determine a project's transportation impact analysis
- BTAD's new District Based Parking Goals, used to help determine acceptable parking ratios
- Preferred methodology for traffic modeling
- Thoughts on mitigation and incorporation in Transportation Access Plan Agreements

New Parking Ratios are Integrated into Development Projects

New development projects under review or approved in Boston are using the new district-based parking ratios established in the Access Boston *Parking in Boston* report.

The parking ratios are helping developers build projects with the appropriate number of parking spaces based on the unique characteristics of the project's neighborhood.

The approved Fenway Mixed Use Project is a 580 unit 651,000 s.f. mixed-use residential project located in the West Fenway neighborhood. The project will provide 498 parking spaces and is consistent with the recommended parking ratios of 0.75 spaces/1,000 gross square feet and 0.75 spaces/unit. The Fenway Mixed Use Project went through significant community review and is expected to be a catalyst to the redevelopment of the Boylston Street corridor.

Two examples of hotel projects that meet BTAD's proposed parking ratios of 0.4/unit in the downtown are 154 Berkeley Street and One Court Street. 154 Berkeley Street is a proposed 220 room hotel that will use 35

parking spaces in a nearby garage. One Court Street is a proposed 127 room hotel that plans to use 30 spaces to be designated in a nearby garage.

The parking ratio guidelines in the report provide a broad policy framework that:

- Serves as a guide for the community in planning for their neighborhood
- Provides developers with broad standards to adhere to when designing their projects
- Is a starting point for district studies and rezoning efforts

As evident from these and other projects, the parking guidelines are being utilized and integrated into new development projects. The result is model projects for the community and developers alike.

Transportation Safety Initiatives Ongoing

The Boston Transportation Department completed the final design for a transportation safety program for the Hyde Square area in Jamaica Plain. Phased construction is slated to begin later this fiscal year. The project was a recommended pilot in the *Pedestrian Safety Guidelines for Residential Streets* report released in August last year as part of the Access Boston process.

The Hyde Square program implements a combination of regulatory signage, raised crosswalks, speed humps, and roadway geometry changes including neckdowns spread over a multi-street area. Initiated by the community the design was developed through numerous public and inter-agency sessions. The community was required to submit a petition to the City proving that all the residents living on the effected streets were in support of the changes.

The Access Boston report outlines ways to improve pedestrian safety on residential streets by implementing measures that slow vehicles and limit cut-through traffic. Following a needs-assessment exercise, a two-stage process is recommended. First, enforcement and regu-

latory measures are instituted. If they do not provide the required results geometric solutions which require construction may be warranted.

Outreach and education programs promoting transportation safety are a complement to any regulatory and physical changes. Finally, transportation safety projects near schools, parks and community centers, senior citizen facilities, hospitals and MBTA stations are prioritized.



Residential street in Hyde Park selected for improvements



The "Walk This Way" campaign is aimed at raising the awareness of pedestrians about the dangers of crossing streets.

The Police Department's "Operation Crosswalk" addresses the problem of drivers who fail to yield to pedestrians in crosswalks.

"Let's Get Moving," a Police Department and BTM initiative is designed to target traffic and pedestrian safety hazards at key intersections throughout Boston.

Boston's Bicycle Program Manager Reports

Following the "Educate Young Bicyclists" recommendation of the *Boston Bicycle Plan*, we added a bicycle component to the Sports Center at Franklin Park. About 60 young people participated in one of the six four-day sessions offered in July and August. The instructors were Nate Curtis and Ben Jacobs. The program included a limited traffic skills section. In addition, "Don't Be a Road Hog" brochures were placed near the parking ticket payment area in City Hall. The crosswalks at Cedar Street and Heath Street along the Southwest Corridor Park were moved back as had been called for in the original plans. This permits cyclists to regularly cross these streets without being blocked by stopped traffic for the first time in 15 years. New bicycle parking guidelines were included in the updated Transportation Access Plan guidelines.

For more information email accessboston@cityofboston.gov or call the Boston Bicycle Program Manager at 617-635-4606.

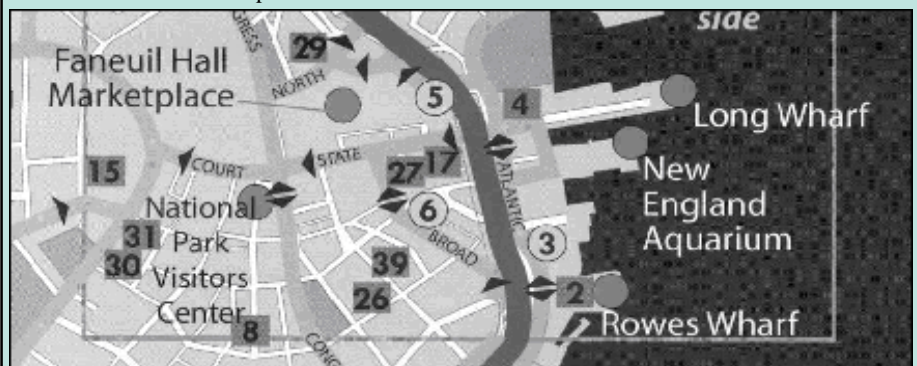
Boston Tour Bus Parking Map Released

The Boston Transportation Department has released a Tour Bus Parking map that is currently being distributed to tour bus companies, in time for the fall peak tourist season.

The Tour Bus Parking Guidelines map is designed to help tour bus operators travel between destinations quickly and efficiently. Locations around Boston are identified on the map for tour bus drop-off/pick-up and for long-term (layover) bus parking. The map contains detailed information regarding tour bus regulations and contact information for tour bus operators. Tourist

attractions and hotels are also indicated on this map. As a result of this public information, visitors and residents alike will be better directed throughout the streets of Boston as well as informed of the city's anti-idling enforcement activities.

The Tour Bus Parking Guidelines map, prepared by BTM with input from the Tourism Transportation Task Force, is a product of its efforts. The Task Force, co-chaired by BTM and Move Massachusetts, consists of many members from both the tourism industry and from Boston's neighborhoods.



Map Extract. For full map call the BTM at 617-635-3076

Beyond the Big Dig.....

The City of Boston, as part of its ongoing *Public Transportation and Regional Connections* report, is proposing a “next generation” of transit investments. The goal is to identify a list of new projects to be built after the Central Artery project is complete. The report also recommends specific actions to improve the delivery of *existing* services in tandem with long-term strategies. Targeted enhancements to the transit system today, can allow the MBTA to increase capacity and improve service with minimal capital improvements.

Boston is recommending a framework of projects centered around three systems outlined below. This framework is presented as a menu of options, for decision-makers and the community at large to consider while debating the future of transit in the Boston area.

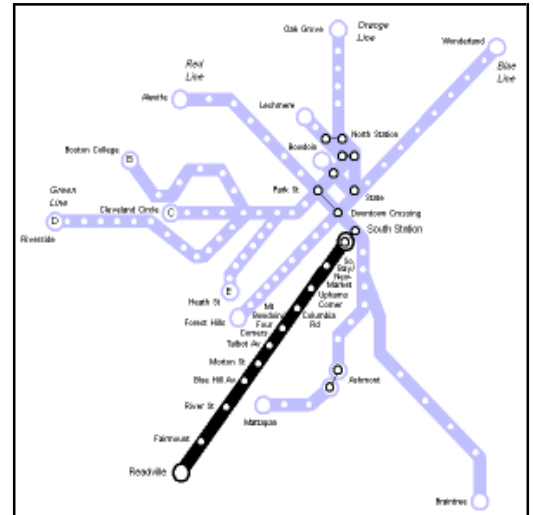
- **Urban Ring:** A proposed circumferential transit service connecting Boston to surrounding communities, it will link the Longwood Medical Area to Crosstown and

Dudley Square and further east to the JFK Station area in Dorchester, the South Boston Waterfront and Logan Airport. An environmental impact study for a busway based Phase II is currently underway for this system. A tunnel based Phase III is also envisioned.

- **Expanded Silver Line:** Using the currently proposed Silver Line alignment as a “backbone,” Boston proposes expansions to Mattapan Square along Warren Street and Blue Hill Avenue, to Allston Brighton and the Fenway using the Turnpike and to residential South Boston. Future light-rail tunnel connections are key to the proposal.

- **Fast Track Rapid Rail:** This concept combines currently proposed projects that utilize commuter rail right-of-ways like the “Indigo Line” through Dorchester, the Yawkey – South Station shuttle (East – West connector) and the Allston Landing inter-modal center into a proposed rapid rail system with two overlapping lines.

To participate in this ongoing discussion please email accessboston@cityofboston.gov or call BTB at 617-635-2756.



System wide improvements of existing service and new stations to the Fairmount line are the City of Boston's top transit priorities

accessBOSTON 2000-2010 BOSTON'S CITYWIDE TRANSPORTATION PLAN

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How to contact us

Your ideas and questions are welcome, additional information may be requested, and comments may be addressed to:

Website www.cityofboston.gov/accessboston
Email accessboston@cityofboston.gov



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Boston Transportation Department
Commissioner Andrea d'Amato
Chief of Environmental Services

**Mayor's Advisory Committee
on Transportation**

Thanks to members of the Mayor's Advisory Committee on Transportation for their dedicated leadership and creativity in supporting ACCESS BOSTON.

Curtis Davis, Diane Moes, Co-Chairs